

REPORT

CD NO.

25X1

DATE DISTR. 13 July 1955

NO. OF PAGES **3**

NO. OF ENCLS.
(LISTED BELOW)

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SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

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CLASSIFICATION

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because the order for construction work was given by 2 different agencies. No. 126 was mentioned once in connection with the construction site and it was assumed that this was the number of the project. Since all project numbers under 100 and over 500 are connected with the Soviet construction headquarters, [redacted] assumed that the new project was of East German, i.e., [redacted] especially large runway was allegedly to be constructed from [redacted] east to south-southwest. For this purpose, a large building was to be torn down. The runway was scheduled to begin approximately in line with the former air terminal and extend across the field to the north-northeast. Since the area was not quite level, elevation differences of up to 7 meters had to be overcome [redacted] also made that a repair hangar of the former Luftkriegsschule (LKS) would be crossed by the runway, which would at first [redacted] wooded area and then through an open terrain. [redacted]

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[redacted] the new project [redacted] was allegedly sponsored by the Central Committee and Ulbricht. The order for the work was given by the Soviet construction staff in Berlin nor the [redacted] allegedly by the Office for Heavy Construction Engineering (Schwermaschinenbau). The Dresden-Klotzsche airfield was allegedly selected because of the Dresden Polytechnic Institute with a staff of experts was located nearby. No definite records were available at the Cottbus construction headquarters.

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3. The planned aircraft [redacted] (in Administration) had to be divided because of [redacted] manufacture of aircraft engines and jet engines was [redacted] the former Wandererwerk in Siegmars-Schoenau near Chemnitz. For this purpose, the Wandererwerk will have to be enlarged to twice its present size. It was scheduled to enlarge the rear section so that the available railroad line would lead just through the middle of the plant [redacted] connected by 2 tunnels. The plans for the entire installation were done within a short time because [redacted] start on 1 October 1955. The work force will include 80% men and 20% women. The manufacture of the other aircraft parts and the assembly of aircraft is to be done in Klotzsche near Dresden.

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4. [redacted] a 5-km-long and very wide runway is planned to be constructed in Klotzsche. A narrow-gauge field railway was laid from the Koenigsbrueck-Klotzsche railroad line to Wachberg near Ottendorf from where [redacted] Work has been in [redacted] gravel on cars of [redacted] subsequently to [redacted] and Reichs

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5. According to rumors on the Strausberg construction site of the Bauunion Sued in Dresden, workers were required for a new construction site at Dresden-Klotzsche airfield, where a [redacted] runway was to be built. Since previous rumors have always become [redacted] appeared probable that this rumor would also be correct.

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Comment. This is the first report on Dresden-Klotzsche construction project. It is assumed that Klotzsche airfield near Dresden will be improved for the HV 18 (aircraft industry) [redacted]

[redacted] format [redacted] and course of the runway and [redacted] cannot [redacted] time.

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- The construction staff was quartered on Karl-Marx-Strasse in Klotzsche. The dispatching station was Hellerau railroad station. Ing. Walter (fnu) from the Droegeheide construction project was mentioned as construction superintendent and Schulz (fnu) as business manager. Preparatory arrangements on the construction site was allegedly started in mid-March 1955 but no clear plans were as yet available. During a conference at the Bauunion Sued on 27 March it was learned that the Droegeheide construction project was turned over to Bauunion Kueste.

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because the order for construction work was given by 2 different agencies. No. 126 was mentioned once in connection with the construction site and it was assumed that this was the number of the project. Since all project numbers under 100 and over 100 are connected with the Soviet construction headquarters in Verder, it was assumed that the new project was of East German, i.e. MII concern. An especially large runway was allegedly to be constructed from north-northeast to south-southwest. For this purpose, a large building was to be torn down. The runway was scheduled to begin approximately in line with the former air terminal and extend across the field to the north-northeast. Since the area was not quite level, elevation differences of up to 7 meters had to be overcome. Mention was also made that a repair hangar of the former Luftkriegsschule (Air Academy) (LKS) would be crossed by the runway, which would at first lead through a wooded area and then through an open terrain.

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the new project was allegedly sponsored by the Central Committee and Ulbricht. The order for the work was neither given by the Soviet construction staff in Verder nor the MII/VP, but allegedly by the Office for Heavy Construction Engineering (Amt fuer Schwermaschinenbau). The Dresden-Klotzsche airfield was allegedly selected because the Dresden Polytechnic Institute with a staff of experts was located nearby. No definite records were available at the Cottbus construction headquarters.

3. The planned aircraft plant of the HV 18 (Main Administration) had to be divided because of space requirements. The manufacture of aircraft engines and jet engines will be transferred to the former Wandererwerk in Siegmars-Schoenau near Chemnitz. For this purpose, the Wandererwerk will have to be enlarged to twice its present size. It was scheduled to enlarge the rear section so that the available railroad line would lead just through the middle of the plant. The two works sections were planned to be connected by 2 tunnels. The planning bureau of the VP will work out the plans for the entire installation, where expansion work will have to be done within a short time because manufacturing work in 3 shifts has to start on 1 October 1955. The work force will amount to 5,000 including 80% men and 20% women. The manufacture of the other aircraft parts and the assembly of aircraft is to be done in Klotzsche near Dresden.

4. a 5-km-long and very wide runway is planned to be constructed in Klotzsche. A narrow-gauge field railway was laid from the Koenigsbrueck-Klotzsche railroad line to Wachberg near Ottendorf from where gravel is to be hauled to the construction site. Work has been in progress there for about 4 weeks. After transloading the gravel on cars of the Deutsche Bundesbahn(sic), it was hauled to Klotzsche and subsequently to the airfield on the spur track.

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5. According to rumors on the Strausberg construction site of the Ramunion Sued in Dresden, workers were required for a new construction site at Dresden-Klotzsche airfield, where a concrete runway was to be built. Since previous rumors have always become facts, it appeared probable that this rumor would also be correct.

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Comment. This is the first report on Dresden-Klotzsche construction project. It is assumed that Klotzsche airfield near Dresden will be improved for the HV 18 (aircraft industry).

The information on the length and course of the runway and other improvement work cannot be evaluated at this time.

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